LIFE INSURANCE.

THE MUTUAL LIFE INSURANCE COMPANY OF NEW-YORK.

One or two statements officially published in the daily papers, over the signatures of F. S. Winsten, President, and W. H. C. Bartlett, Actuary, in defense of the recent action of the Company, demand a

It is officially stated that "the trustees of this Company, after a critical examination of the 30 years' experience of the Company, and on mature deliberation unanimously resolved once more to reduce the rates of prefidune." Also: "The rates of premium first used by this Company were borrowed, of necessity, from English In the year 1860, alterations and reductions vere recommended by Mr. Charles Gill, the first Actuary of the Company, and adopted by the trustees. In 1868, Mr. Sheppard Homans, then Actuary, proposed further errections, many of them reductions, in the table of rates, which, after investigation, were adopted on his

No recommendation was over made by myself, as Actuary, to reduce the rates of premium. I have never heard that Prof. Gill, the first Actuary, ever made such a recommendation. The rates of premium of the Mutual Life Company never have been reduced by resolution of the trustees, on my recommendation or otherwise. Elight changes have been made in the premiums, renred desirable by the adoption of improved mortality tables; but the margins added to the net rates for expenses and contingencies have each time been increased, ot reduced. The premiums at certain ages, by reason a trifle less now than in the earlier history of the Company, but the premiums on the average are higher. Nothing has ever been said or written by myself that round layor discrimination between present and future insurants, as is now contemplated by the Company.

raics of expenses published by the Company at incorrect, unjust as compared with other companies,

nd one calculated to mislead.

The publical success of the Mutual Life is not ques tioned; has every element which has conduced to that is an argument against the measure recently anded by the Trustees.

To be a involved in the adoption of this measure Trustees of the Company, and which seem to

Have the trustees of a strictly mutual corporation the right to admit new members upon more favorable terms than have been and will continue to be exacted from ex-Insurance Company the right to charge lower premiums for new 1 surances then have been paid and are still required to be paid by existing policy-holders, espe-cially when this may involve expense to the latter, may

which would be certain ruin to any new Company, with out the accurity afforded by a large guarantee capital. The present resets of the Company belonging wholly to existing policy-holders, in well-defined proportions would be stated as a guarantee or security against extra expenses, or unexpected losses under reduced premiums. purpose, or by permitting present pelley-holders, if in good health, to roll out, withdraw their entire shares of the assets, and be insured at less rates than they now alth would be lessened, if not utterly destroyed, by

Three actuaries, whose opinions were asked by the officers of many companies, have stated as their delib

We are unhesitatingly of opinion that the reduction of premiums as proposed by the Mutual Life Insurance Company of New York is unwise, deficient in security, unjust to existing policy-holders, and prejudicial to their rights and interests, and deserving our unqualified disapproval.

Two of these gentlemen in professional attainments and character are among the ablest actuaries in this, or any country. They are men of the purest personal My own experience of 17 years in the Mutual Life Company would seem to entitle my opinion on actuarial matters to some consideration. As an old policy-holder. I have a right to express my opinion.

Assuming the motives of philanthropy and benevolence arged by Prof. Bartlett in its support to be the true motives, the measure is a blunder; but if the real motives are less worthy than those stated; as has been charged, it is a measure deserving the condemnation not only of every person interested in life insurance, but of every one who desires integrity and just accountability in corporate management. Sheppard Homans, New-York, Dec. 9, 1872. Consulting Actuary

THE INSURANCE MUDDLE. . To the Editor of The Tribune.

Sin: Editors are busy people, and excusable on that score, perhaps, for not understanding what after all almost any fellow who takes time to it can easily understand, namely, the present life insurance rumpus. It is plain now that the complaintslagainst the preposed action of the Mutual Life do not come from its policyholders, nor from the officers of other life companies. Eighteen life companies have, in fact, publicly protested against the proposed course of the Mutual. An examination of the management of these companies, as shown in the official report of the Massachusetts Commissioner of In-surance—to whom all companies doing business in that State must make reports of their condition—shows clearly that the Mutual Life, because it has conducted its business more economically, because it has more carefully selected its lives, and because its "unrealized assets," its uncollected funds, are much less, can safely insure for

Tals Massachusetts report proves the vital fact that the Mutual Life, by reason of its more careful and economical management (which makes its expense rate but 9.22, against 20.51 as the average of the 18 complaining companies), can actually do business at the proposed lower rate, and yel return to its new policy-holders as

That is not pleasant for the managers of these Companies, perhaps; but it is useful to the public. It is not difficult for you to see why the managers of these eighteen companies are annoyed, and why they protest.

But, instead of attacking the Mutual Life, would it not be wiser and more business-like for them to imitate its economy, its care in taking risks, and its rigorous collection of outstanding accounts? If they had done this in the past, they would not now be wasting the money of their policy-holders in long columns of newspaper attack on the Mutual Life.

THE QUARREL OF THE LIFE INSURANCE

COMPANIES. From The Commercial Advertiser, Dec. 9, 1972. Readers of the daily papers have been entertained during the past week by the wordy conflict between the rival Life Insurance Companies, and the policy-holders who are directly interested in the questions at issue must have been puzzled to discover the actual truth amid the din of anery controversy. Out of the mass of charges and counter-charges, however, it is

possible to sift one or two plain facts which will help taward a better understanding of the whole case. The well-known and prosperous Company which has initiated the reduction of insurance premiums has now in force 73,864 policies, representing risks to the amount of \$228,770,367—as against 711,086 policies held by the companies which are opposing it, whose aggregate risks amount to \$1,838,930,215. Out of an interest which represents a total of more than two thousand millions of risks, therefore, a very small minority favors the proposed measure of reduction of rates. This point being established, it is a natural inquiry whether the proposed change in the management of the life insurance business would produce a genuine reform, or whether it has been urged with a view to the aggrandizement of one company at the expense of its competitors. This particular point we shall not here discuss; policy-holders and stockholders will decide upon it for themselves, in the light of the statements made on both sides of the case through the columns of the newspapers. But there is one argument which has appractical application, and it has already been illustrated in the recent history of the Fire Insurance Companies. Recognizing the fact that there is at all times danger from what is beyond human control, and taught by severe and repeated disasters that prudence is the best safeguard, the Fire Insurance interest has taken measures to protect itself by marking up the rates of premiums nearly 30 per cent. Sharp discipline was required in order to convince the Fire Com-panies of the ruinous character of their former system, but the lesson has been pretty thoroughly learned, and hereafter there will be better security for the insured, and safer returns for the insurers. Applying the same principle to the affairs of the Life Insurance Companies, it is obvious that the increased risks from any sudden

deed, do we think that it need be considered very seriously in the present day; but it would be satisfactory to know that ample provision had been made by all our Life Companies to avert some of the disastrons effects of such an event. The public verdict is that no money is so completely wasted as that which is spent upon a cheap and doubtful insurance, and this would certainly be the case with the Life Insurance system were no precautions taken to provide against unusual demands upon the resources of our Companies.

LETTER FROM AN ACTUARY.

To the Editor of The Tribune. Siz: I notice an attack upon the Mutual Life Insurance Company in Saturday's press by three of my distinguished professional brethren, but calculated to make the public believe that its action is condemned by Actuaries in general. This may be the case with those in the employment of rival companies, but I, for one, think favorably of the measure as an independent

Actuary. You may perhaps recollect that, in 1859, a similar attempt was made by the International Company to use great names in support of a bad cause, and that I was one of the Actuaries who assisted, with others, in breaking that bubble.

(See First Annual (Report, State of New-York, page

I am the oldest Actuary in the United States, having acted professionally in London and elsewhere since 1826, and having been Actuary of one of the New-York Companies from 1851 to 1868. During this experience of over 45 years, I have seen more of the inside troubles of sick companies than perhaps any one else, and have professionally studied the causes which have led them into their difficulties.

I am convinced that, in the high position of The Mutual Life, a reduction of rates would, in their particular case, be generally beneficial. Respectfully yours,

N. G. DE GROOT, Consulting Actuary, No. 34 Beaver-st., New-York.

THE REDUCTION IN LIFE RATES.

New-York, No. 34 Beaver-st., Dec. 9, 1872.

To the Editor of The Tribune SIR: The attempt is made to lead people to believe that a change in the rates or charges of Life Companies is unheard of, and necessarily unjust to exsting policy-holders.

Nothing can be less true than this. Several of the companies have made claunges in their rates at different times. The Mutual Life has made such changes, and decreased its rates, not only in its carliest days, by the advice of its first actuary, Mr. Gill, but later, by the advice of Mr. Sheppard Homans, its second Actuary; and the following note from Mr. Edward P. Bates of the firm of Vanuxam, Bates & Lambert, general agents of the Mutual Life in Philadelphia, recalls to recollection the fact that Mr. Homans, who now so sternly disapproves the lowering of the Mutual's rates, was, while Actuary of that Company, of a quite different mind. Mr. Bates

My Dean Sin: It may be a matter of interest to you to know that the late Actuary of the Company, Speppard Hemans, esq., considered the reduction of premium rates as a measure that this Company could adopt with perfect safety. In the course of a conversation with him two or three years ago, when urging as a reason for haste in the decharation of the year's dividends, the fact that other companies were using the delay against us in soliciting risks, his reply was tant, if they pushed it too for, "The Mutual Life" would at once lower its rates thirty per cent, and thus declare the dividend in advance. To my inquiry, "Can you do it safely?" he replied that the experience of the Company showed, up to that time, that it could be done with perfect safety. Yery truly yours.

Mr. Homans's belief in the safety of reduced rates in the Mutual Life some years ago is very well known to its NEW-YORK, Dec. 6, 1872.

the Mutual Life some years ago is very well known to its officers; these were not then entirely satisfied that there had been a sufficiently long experience. But surely the public will want to know how Mr. Homans can now turn his back on his former decisions.

A MEMBER OF THE COMPANY.

A NEW CHURCH AT RYE.

The new Presbyterian Church at Rye was edicated Thursday afternoon with interesting and impressive services, in the presence of a large number of clergymen and a congregation of more than a thousand persons. The corner-stone of the edifice was laid Nov. 29, 1870. The building is of stone, built in the Gothic style of architecture. It displays at once the most solid workmanship and a very high degree of tasteful orna-

Its location is peculiarly favorable, standing as it does at the junction of the two roads on a plot comprising several acres of ground beautified with shrubbers, and on each side of which are the spacious grounds of private residences. A massive tower rises from the south-west residences. A massive tower rises from the south-west corner of the church, surmounted by a spire of fine pro-portions, the whole hight being 150 feet. At the opposite, or south-east corner, a large chapel, standing almost de-tached from the main building, contributes greatly to its appearance. This effect is aided by the considerable hight of the church, which has a clear story of solid ma-soury. The unusual elevation/makes the interior of the building very cheerful. The interior stone work, the stained windows, the coloring of the ceiling, and the chancel work are unusually fine.

stained windows, the coloring of the ceiling, and the chancel work are unusually fine.

The Kev. Chas. W. Baird, in the course of his remarks in reference to the crection of the church, said that the church itself cost about \$77,000; the land, including a site for parsonage, \$15,500; and the memorial chapel presented by Mr. Matthews, \$22,000, besides some other incidental expenses, making a total cost of about \$120,000, of which amount there remained unpaid about \$25,900.

cidental expenses, making a total cost of about \$22,000, of which amount there remained unpaid about \$22,000. The mastor of the church stated that only 43 years ago the Rev. Dr. Samuel H. Cox and the Rev. Henry G. Ludlow were appointed by the New-York Presbytery a Committee to visit Rye and organize a church, which duty they performed with ten members. He then read an interesting letter from the Rev. Dr. Cox, regretting his inability to be present on the occasion.

After a prayer of dedication offered by the Rev. Dr. Butler, and the singing of appropate hymns, the dedicators sermon was preached by the Rev. Dr. Adams of the placing system of the singing of appropate hymns, the dedicators sermon was preached by the Rev. Dr. Adams's text was Psalm xxvt., 8: "Lord, I have loved the habitations of thy house, and the place where thine honor dwelleth." The Rev. Edward D. Bryan, who has been paster of the congregation for 22 years, made a few remarks in relation to his former connection with the church and, various reminiscences, with much feeling. He was followed by the Rev. Mr. Sawyer of Irvington, who briefly addressed the congregation in regard to the flattering auspices under which they had gathered in their new house of worship.

THE WALLKILL BANK INVESTIGATION.

The examination of ex-Senator William M Graham, charged with embezzling \$100,000 from the Wallkill National Bank, Middletown, Orange County, began, yesterday, before Commissioner Osborn. Chas. G. Dill represented the bank, and Chas. S. Spencer appeared for Mr. Graham.

G. Dill represented the bank, and Chas. S. Spencer appeared for Mr. Graham.

A. C. Schlosser testified, in part: I am teller of the Walkill National Bank; this (referring to a document handed to him) is what is called a "banking dummy;" it is a paper representing a note left with us for collection, last October, by Brown and Beardsley; it is customary to have "dummies" in this manner, and I don't know of anything wrong in this transaction.

Dr. David C. Winfield testified in substance: I am one of the directors of the bank; it suspended on Nov. 20; a meeting of the directors was held inst week Wednesday; Dr. Everett, the Vice-President; B. W. Shaw, Leander Crawford, and other directors were present; we sent for Graham, and told him that Mr. Madden had been told by Mr. Horton, the cashier; that he (Graham) was a defaulter to the extent of \$50,000; I asked him if that was true, and he said that he did not want to answer till Horton came back; we also asked him what he had done with the bonds and money which he had drawn from the bank in New-York the day before; he said that he had drawn \$9,000, \$8,000 of which he had applied to redeeming some bonds which he said belonged to his father-in-law, to whom he had given the bonds; he said that he had the other \$1,000 and nawillingly gave it up; when we asked him how he got the means to redeem the bonds, he said that he took down some drafts, and that the rest we had in the bank; I afterward had a private conversation with Graham, and he admitted that he had once privately used a large amount of the bank's funds; he also said that he had paid the bank the wint with Mr. Mr. Weed's check for \$25,000, with another for \$20,000, and with \$7,000 in money; I do not know that, by authority of the directors, \$10,000 was borrowed from Mr. Denton, and about \$40,000 from the Park Bank; I do not know that the law requires the cashier to make a certified statement five times a year; the bank directors net about once a year.

CIVIL NOTES. Judge Barrett issued, yesterday, an order to show cause why the bail on the order of arrest against Jay Gould, at the suit of the Eric Railway Company, should not be lessened, and such other relief granted as the Court should see fit.

A writ of habeas corpus was issued yesterday, by Judge Barrett, for the production in court of Mary Price, a deaf mute, and the infant and daughter of Constance B. and Walter W. Price. The writ was granted on the application of Mrs. Price, who has sued her husband for diverce, and who claims that he is not fit to have the custody of the child.

In the Supreme Court, Chambers, yesterday, counsel applied, in behalf of Michael Clure, an attendant in that court, for a mandamus to compel Controller Green to pay him his salary. Order granted by Judge Earrett. A writ of mandamus was applied for against the Controller, requiring him to pay the claim of Charles A. Hawkins for \$34,000, for advertising the proceedings of the Common Council in The New-Fork Official Railway News. Surrogate Veeder admitted to probate during

the past week the wills of Jacob Stater, Ed. Quigley, Cornelius Hogan, P. Auid, Paul Miller, Alvah Guion, Edward Hunt, W. G. Griffin, Amos B. Lowring, Thomas increase in mortality would produce results similar to those which were felt by the Fire Companies after the disasters of Boston and Chicago.

That the nation may escape serious epidemic, carrying off its thousands, is to be sincurely noped, nor, in-

THE COURTS.

SECOND TRIAL OF THE JUMEL ESTATE CASE. THE PROCESS OF IMPANELING THE JURY-AN

PROSECUTION.

OUTLINE OF THE CASE DRAWN BY THE

The second trial of the celebrated Jumel estate case began, yesterday, in the United States Circuit Court, before Judge Shipman, who presided at its first trial last Winter, and a "struck" Jury. The plaintiff, George Washington Bowen, was present with his counel, ex-Attorney-General Hoar of Massachusetts, ex-Attorney-General Chatfield, and Chauncey Shaffer. Mr. Hoar appeared to be much more vigorous in health than he was when he took a prominent part in the trial of the much-litigated Erie case, before Judge Blatchford, about a year ago; and over his suit of black he wore a heavy coat of New-England sheep's gray. Mr. Chase, the defendent, was accompanied by his counsel, Charles O'Conor, and J. C. Carter. Prominent among the spectators were two relatives of Mr. O'Coner, the O'Coner Den of Roseommon County, Ireland, and D. M. O'Coner of Sigo County, Ireland, members of the English Parliament. Judge Shipman took his sent upon the bench at 11 a. m., and the following jurors, from whom was selected the struck "jury, answered to their names:

Union Adams, Thomas Denny, j. Herman Griffin, William A. Hall, Geo. P. Quackenbes, Hiram Rayner, John Slone, John A. Riston, John Abendorth, Charles Lanter, Edward S. Jaffray, Henry Bowers, John Romer, Abraham Bogardus, Joseph F. Stone, David L. Suydam, Charles H. Fellows, Charles H. Mount, James Dart.

EXAMINING THE JUROUS. The names of the jurers were then drawn from the box in the following order; and each was accepted or rejected, ex-Attorney-General Chatfield examining for plaintiff, and Charles O'Conor for the defendant.

John A. Riston-I have read something about this case, John A. Riston—I have read something about this case, but I have talked with no one about it; I have formed ne opinion in regard to it, and I have no interest in the Mutual Life Insurance Company. Accepted.

Thomas Denny—I read all about this case in the newspapers last Winter, and I have talked about it a great deal; I have also formed an opinion concerning it.

Mr. O'Conor—The formation of an opinion does not disqualify a juror, unless he has expressed the opinion.

Mr. Denny—I have a very decided opinion in this case. Rejected.

Mr. Denny—I have a very decided opinion in this case.

Mr. Denny—I have a very decided opinion in this case.
Rejected.

John Abendorth—I have read much about this case, but I have fermed no opinion as to its merits: I have been approached in regard to it, but I don't know by whom; he was an entire stranger to me, and he asked me if I knew, or had ever employed any of the counsel engaged in the case; I have no interest in the Mutual Life Insurance Company.

Mr. O'Conor—Do you know from which side the one who approached you came? A. I do not; I should not know min if I should see him. Accepted.

Carles Lanier, Edward S. Jaffray, and Henry Bowers were also accepted after satisfactorily answering such questions as were asked Mr. Abendorth.

Hiram Rayner—I have expressed an opinion, but not a very decided one, in this case; I read all about it in the newspapers last winter, and my opinion is such that it would require strong evidence to remove it.

Mr. O'Conor—Cound you not render a verdict according to the evidence? A. I think I could.

The Court—Did you read about this case for the express purpose of forming an opinion! A. No, Sir; but whon I read? I always form an opinion! A. No, Sir; but whon I read? I always form an opinion! A. No, Sir; but whon I read I always form an opinion! A. No, Sir; but whon I read the than the evidence.

The Court—When did you express that opinion? A. A day or two before I was summoned. [Laughter.]

The Court—When did you express that opinion? A. A day or two before I was summoned. [Laughter.]

The Court—When did you express that opinion? A. No, Sir.

Mr. O'Cone—The evidence in this case, and, in fact, Mr. O'Cone—The couldence in this case, and in fact, Mr. O'Cone—The couldence in this case, and fact, Mr. O'Cone—The couldence in this case, and in fact, Mr. O'Cone—The couldence in this case, and in fact, Mr. O'Cone—The couldence in this case, and in fact, Mr. O'Cone—The couldence in this case, and in fact, Mr. O'Cone—The couldence in the courter was this after you saw your name published

A. No. Sir.

Mr. O'Conor—The evidence in this case, and, in fact, all about it was published in the newspapers last Winter; new, did you read all of this?

A. A great deal of it.

ter; now, did you read all of this? A. A great day of Rejected.
Abraham Bogardus, Joseph F. Stone, David L. Suydam, Charles H. Fellows, Charles H. Monnt, and James Dart were accepted after swearing that they had formed no opinion about the case, and that they were not stockholders in the Muthal Late Insurance Company. This completed the jury, and the memoers were sworn in in the following ord of John Abendroth, Charles Lanier, Edward S. Jaffray, Henry Bowers, John Komer, Abraham Bogardus, Joseph F. Stone, David L. Suydam, Charles H. Fellows, Charles H. Mount, James Dart.

OPENING THE CASE.

OPENING THE CASE. It is yet an unsettled question whether, in the case of a "struck" jury, peremptory challenges can be allowed; but there was no attempt to take advantage of such chailenges, and jurors were accepted or rejected by the Court without any interference by counsel. It is said Court without any interference by counset. It is said that the Mutual Life Insurance Company has loaned Mr. Chase a large amount of money, and this accounts for the questioning of the jurors as to whether they were stockholders in that Company. With the exception of Messrs. Lanier and Dart, the jurors have passed the middle age; and all practitioners say that they have never seen a more intelligent jury. After it had been impanied, Judge Shlpman announced that he would sit from II a. m. to I may be a first the state of the property of the state of the property of the state of the sta Shiphan announced that he would have and Sundays p. m., and from 150 to 3:30 p. m., saturdays and Sundays excepted, until the case were finished, and directed the issuing of an order requiring James G. Shaw, one of the 19 jurors who have been personally served, to show cause why he should not be fined \$2,000 for non-attendance.

cause why he should not be lined \$2,000 for non-attendance.

Mr. Sheffer opened the case for the plaintiff. His remarks, which were much shorter than on the first trial, were mainly directed to the character of the evidence, most of which is now reduced to depositions, by which he proposes to prove that George Washington Bowen is the illegitimate son of Madame Jumel, that she had no other issue, and that, therefore, he is entitled to the possession of her valuable estate, now held by Nelson Chase, who, it is said, claims it by virtue of parchase of title from her alleged sisters. In the course of his remarks Mr. Shaffer gave, substantially, the following history of Mme. Jumel:

A SKETCH OF MME. JUMEL.

offer from the maintained certains, now used by School Chases, who, it is said, claims it by yirtune to purchase of the tendent of the said, claims it by yirtune to purchase of the tendent of the said, claims it by yirtune to purchase of the tendent of the said, claims it by yirtune to purchase of the tendent of the said of the

the State and could not be reached at once, and Mr. Beach, who talso appeared for King, urged that there were not only witnesses to be examined out of the State,

but matters to be investigated in regard to the relations

between O'Neill and the prisoner. They could not, therefore, be ready at once, as part of this proof must be obtained by commission. Justice Ingraham said that a practice had grown up of unnecessary delay in capital cases. The proper administration of justice required that this practice be checked, and he should do nothing to encourage it. If they could show by affidavit any reason for a commission they ought to do so. He would allow the case to stand on the calendar for a day to give opportunity for the furnishing of such affidavits.

A motion was made to release on his own recognizance Thos. Farrell, Keeper in the Blackwell's Island Lunstic Thos. Farrell, Keeper in the Blackwell's Island Lunstic Asylum, who is charged with the marder of one of the inmates. Counsel urged that Farrell had been in prison since Sept. 18, and that the only witnesses against him were lunnties. The District-Attorney said he hoped to be able to produce another witness who had been evading him, and Judge Ingraham denied the motion.

A tall, awkwardly built German named Frederick Zeliski came next to the bar, and pleaded guilty to shooting at Mary Spener. Judge Ingraham, as an example, and to deter others from using dangerous weapons, sentenced the prisoner to 3½ years in State Prison, with hard labor.

The trial of Timothy and Garrett Landers for the mur-The trial of Timothy and Garrett Landers for the mur-der of Joseph Barnett, was set down for to-morrow. The trial of Catherine Magnire, charged with killing Stephen Quall, was set down for the same day. An old woman named Catherine Magnire pleaded guilty of attempted manslaughter. It appeared that some children were an-noying her, and she threw a brick at them, which struck and killed a child named Stephen Qualil, held at the time in the arms of a little girl. Sentence, one year in the Penttentiary. John Shechan and Peter Donnelly pleaded guilty of an attempt at burglary, and were sentenced to 21 years in State Prison.

The District-Attorney said that he believed that the

The District-Attorney said that he believed that the prisoner was insane when he committed his crime, and was now insane. The Court suggested that an inquiry he made by two physicians, and the prisoner was thereupon remanded. John Thompson was charged with grand larceny in having stolen a wig from an express wagon. Senience, 2; years.

Arthur Quinn was tried for the murder of Michael Stanford, and his case deserves particular mention from the peculiar circumstances under which he was brought into court to answer for the death of the deceased. The story of the crime itself is a simple recital of the ordinary street fight, wherein the most unfortunate belligationary street fight, wherein the most unfortunate belligation was the stanford, who received a severe stab in the side. He was taken to the hospital and nursed for a week until he was declared convalescent and permitted to go home. Quinn, meanwhile, hay is jail charged with the assault. A few days only from the day of leaving the hospital, Stamford was ejected from car No. 122 of the Belt Line Raifroad for offensive conduct, and fell flat in the street. The abscess caused by the original wound was reopened, and the man subsequently died. The Coroner's jury exonerated Adams, the conductor, who out the man off, and found quinn responsible for Stamford's death.

On the trial yesterday, Quinn's counsel called for the

but the man off, and found Quinn responsible for Stamford's death.

On the trial yesterday, Quinn's counsel called for the defense the witnesses who had just testified in behalf of the prosecution. The testimony shows that Stamford's wound was healing rapidly, when he was discharged from the hospital; that when he leaped on to the front platform of car 122, a few days later, he was grossly intoxicated; that he abused the driver until the conductor came, and (these are the driver's words) "pushed him off." Stamford stepped into a stippery hole, and fell flat upon his lands and face. He sprang up, chased the car six blocks, the driver trotting his horses briskly to keep out of the way, and then caused the arrest of the conductor. The old wound of Stamford had begun to bleed, and he went home and died the next day.

The jury, after a little deliberation, found Quinn guilty of murder in the second degree, a verduct to which they were chiefly moved by a fact which came out in the evidence: that Quinn threatened, just before the fight, "Now I will be even with you?" Judge Ingraham sentenced him to State Prison for 15 years at hard lator. Quinn is about 21 years old, and has rather a pleasant face.

THE BROOKLYN POISONING CASE. The Kings County Oyer and Terminer Court-room, Brooklyn, was crowded yesterday morning. it being understood that Dr. Lucius B. Irish would be placed on trial for alleged complicity with Mrs. Sarah Anderson in the poisoning by arseme of the late United States Assistant-Assessor Edward O. Anderson. Dr. Irish is well known in the city, and the case naturally Irish is well known in the city, and the case naturally excites considerable interest. Judges Pratt and Moore and Associate Justices Voorbees and Johnson appeared upon the bench, and District Attorney Britton represented the people. Benjamin F. Tracey, Samuel D. Morris, Gen. Isane S. Catlin, and Thomas E. Pearsail appeared for the prisoner. The District Attorney moved the case of the "People against Lucius B. Irish impicaded with Sarah Anderson," and the slow work of obtaining a jury from the special panel of 250 was begun. This occupied the entire day. The Jury includes the following:

This occupants of the property Before adjourning the Court, Judge Pratt gave the jury the customary warning as to entering into discussions concerning the case, and allowed them to separate, after having obtained the assent of the defendant's counsel, the District Attorney claiming that this was necesary, and would save any questions that might afterward arise. The case for the prosecution will occupy the present week.

DECISIONS-DEC. 9.

Supreme Court—Chambers—By Judge Barrett.—
Petus sgt. Bell.—Motion denied with \$10 costs. Survivet at a lagt.
Bornes.—Motion granted with \$10 costs. Wood sgt. Martin et al.—
Judgements granted. Missal Life Ins. Ca. sgt. Martin and others.—Judgements granted. Gescheidt sgt. Kubbe et al.—Motion desied without
costs. but have to spop for the insertion of allow ance in the judgment
upon adidavits in answer to the present opposing adidavits.

Common Pleas—Succial Term—By Judge Larremorn—Schelit sgt. Woodward—Use mem. for counsello Zwermann

SUPREME COURT-CINCUIT-PART L-VAN BRUNT, J.-Opens at 10; a. m. 2041. Leverich agt. Bliss et al. 2041. Leverich agt. The Mayor, &c. 1767. Hammoff et al. agt. Barnard 7307. Hode and ano. agt. Sauter Tol. Hammel et al. agi. Barnard et al.

923. Farley and ano. agt. The Baltine Fire Ina. Co.

945. Frankin agt. Marra.

2199. Febiusan agt. Harra.

1207. Welf and ano. agt. The Am.

& Mer. R.R. & Tel. Co.

2238. Hinkel agt. Drucker.

224. Schaffer agt. The Maror, &r.

235. Consell Man f. Co.

235. The Hassell Man f. Co.

237. The Berry agt. South.

237. Les Berry agt. South.

238. Les Berry agt. South.

239. Conner agt. Calloras.

230. Hausett agt. Budenbauer.

230. Hausett agt. Budenbauer.

ton et al.

PART IL-BRADT, J.-Opens at 11 n. m.
30224, Henington agt. Gomperts and 17M., Winteet al.

58027, Menigrous agt. Gompere and 1652. White et al. agt. Tatmeage et al. 702. Shelden agt. O'brien, Sheriff, No. Shelden agt. O'brien, Sheriff, No. Central Amer. Trans. Co. 162. Mostromerr agt. The Old Dominion S. S. Co. 2524. Michiga agt. Goodpear et al. 42. Bents agt. Thurber. 164. Dents agt. Thurber. 164. Dents agt. Thurber. 164. O'brien agt. The Mayor. &c. 165. Dutchess Co. Mul. Inc. Co. 257. Dischess agt. The Mayor. &c. 1727. Limbert agt. Western. 1727. Journal agt. Howard. 1727. Journal agt.

1242. Detchass Co. Mut. Ins. Co.

218. Bonca.

CHAMPINA—HARDETT, J.—Opens at 10 a. m.—Calendar called at 12 m.

47. Pinnan agt. Lynch et al.

65. Res ogt. farmed.

22. Kingeland, jr., agt. Kingaland
et al.

68. Venom agt. From.

100. Krie Railway Co. agt. Goold

100. Eric Railway Co. agt. Goold

116. Balke et al. agt. Pheian et al.

117. Martine agt. Lowenstein.

Seperator Cours—Tarat Trans—Pany I.—Farrenan, J.—Opens at 11 a. in.

21. Agt. Rock.

1151...Wood agt. The Panama R. H. | 021. Rememan et al. agt. Buck-

petit larceay.

COURT OF APPEARS. Albany. Dec. 9—The following is the Court of Appeals day calendar for Dec. 10: Nos. 808, 869, 870, 871, 872, 875, 568, ____

DEPARTURE OF FOREIGN MAILS. TUESDAY, DEC. 10.

TUESDAY. DEC. 10.

No Steamship Mails.

WEDNESDAY. Duc. 11.

Mails for Europe, via Queenstown and Liverpool, per steamship Idaho, close at 11:30 a. m. A Supplementary Mait on Pier No. 46 N. R., is closed at 11:30 b. m. Steamship sails at 2:30 p. m.

A Pressua Closed Mail is sent by this line.

Mails for Parama, Aspiravali, the Central American and South Pacific ports, etc., per steamship Henry Chauney, close at 10 a. m. Steamship asils at 13 M., from Pier No. 47 N. h.

THURMAY, DEC. 12.

Mails for Europe via Piymouth, Cherbourg, and Hamburg, per steamship Frisia, close at 11 a. m. A Supplementary Mail on Pier foot of Third-st., Holoken, is closed at 1 p. m. otenassup sails at 2 p. m., from foot of Third-st., Holoken, is closed at 1 p. m. otenassup sails at 2 p. m., from foot of Third-st., Holoken.

A Prinstan Closed Mail is sent by this line.

All letters depicated in Supplementary Mails must be prepaid with double postage.

Mails for Nassau, N. P., and Hawans, per steamship Creacent City, close at 2 p. m. A Supplementary Mail on Pier No. 4, N. R., is closed at 2:50 p. m. Steamship sails at 3 p.

Mails for Kingston, Jamsica, and Savanilla, by the steamship St. Thomas, close at 2 p. m. Steamship sails at 4 p. m., from Pier No. 12 N. R.,

A Mail for Halifax, N. S., is closed at the New-York Post-Office every

Thomas, close at 2 p. m. Steamship sails at 4 p. m., from Pier No. 12 N. II.

A Mail for Halifat, N. S., is closed at the New-York Post-Office every Priday at 6 o'clock p. m. Steamship sails from Portland. Me., on flaturday, at 6 p. m.

Letter postage to all the West Indies, except when going direct, will be 18 cents the half ounce. Papers 4 cents each, which must be prepaid.

PASSENGERS ARRIVED.

PROM LIVERPOOL—In stemmship Italy, Dec. 9.—Mrs. Cook, Mrs. A. C. Leuster, Mrs. J. Bodoington, Mrs. F. Harvey and 2 children, Miss. M. White, Mrs. J. Mills and 2 children, Mrs. M. White, Mrs. J. Mills and 2 children, Mrs. M. White, Mrs. E. Weight, Theo. Brooks, C. A. Randall, J. H. Dobin, Mr. M. Diron, D. J. Evan, S. B. Higgins, W. Whitehead, J. J. Ballard, P. S. Harris, D. J. Evan, S. B. Higgins, W. Whitehead, J. J. Ballard, P. S. Harris, J. Mooder, Emile Malkas, E. Williams, R. B. Duckland, H. Clayfon, Mr. and Mrs. G. Sears, Mr. and Mrs. Edwards and infant, G. Jacanson.

SHIPPING INTELLIGENCE.

Stoneship Hatteras, Lawrence, Norfolk, &c. Old Dominion Bleamship Stoneship Black Diamond, Meredith, Philadelphia, A. Abbett, Steamship Olaf Tygreson (Nor.). Kvilland, Dublin, Funch, Edye & Co. Steamship Dirays, Johnson, Perland, J. P. Ames, Steamship Dirays, Johnson, Perland, J. P. Ames, Steamship Dirays, Johnson, Perland, J. P. Ames, Ship Gari (Ger.), Brockelmann, Brausen, Herman Koop & Co. Ship Hore, Hancock, Valparabos and a market, Fabber & Chauseey, Ship Genebervic (Rr.), Darson, Liverpoot, &c., Handerson Bros. Ship Genebervic (Rr.), Darson, Liverpoot, &c., Handerson Bros. Bark Agrora (Br.), Croshy, Gork for striars, Ja. W. Shwell & Co. Bark Guillen Flosce (Br.), Raboles, Briggeton, H. Trovskridge's Sons. Bark Wellung (Br.), Cook, Lambon for orders, Arkell, Juste & Co. Bark Ulrika (Ros.), Laurell, Antwerp, &c., Fanch, edge & Co. Bark Dechound (Br.), Carlin, London, Howinan & Aspinwall. Bark Gua, Sensen, Cork for orders.

Steamship Italy (Br.), Thompson, Liverpool Nov. 20, and Queenstown Ust, with noise and pass to National Steamship Co.
Steamship Washington (Fr.), Homesen, Harre Nov. 21, via Breat 5th, with moles, and pass, to Geo. Machende.
Steamship Wyanoke. Couch, Steamship Co.
Steamship Wyanoke. Couch, Steamship Co.
Steamship Wyanoke. Couch, Steamship Co.
Steamship Geo. Sedestick.

it. Schr. Tampico. Bonhoff, Tampico. Mexico, 33 days, with hides, &c. Schr. Scuvenir (Br.), Harward, Windsor, N. S., 12 days, with plastor. Schr. Greta (of St. Andrews, N. B.), Stinson, St. Stephens, N. B., 20 lays, with lath.

Anys, with lath.

SCHOONERS—RIVER AND COASTWISE.

Jeasle Williams, Fail River.

Jeasle Williams, Fail River.

Jeasle Williams, Fail River.

H. A. Demine, Portland, Ct.
David Cannie, Portland, Ct.
Itatie M. Howes, New Have
Hattle M. Howes, New Have
Let River, Portland, Ct.
Caroline Young, Novetich.
Caroline Young, Novetich.
Caroline Young, Novetich.
River Caroline Young, Novetich.
Caroline Young, Novetich.
Caroline Young, Novetich.
R. Sindickion, Boston.

E. Sindickion, Boston.

Decater Orkes, Sonerset.
Decater Orkes, Sonerset.
Placedial, Newport.
Magdie Cummings, Gehansett.
M. D. Cranuer, Boston.

Wave Creat, Boston.

Wave Creat, Boston. B AND COASTWISE.

H. A. Demine, Fortland, CL.
David Cannie, Fortland, CL.
David Cannie, Fortland, CL.
Hattle M. Howes, New-Haven,
Feter Ritter, Portland, Ct.
Caroline Young, Norwich,
Forest Oakes, Providence,
E. Sinetickees, Boston,
D. G., Figod, Newport,
Decater Oakes, Sonerset,
Francisk, Newport,
Decater Oakes, Sonerset,
Francisk, Newport,
Buston,
Wave Great, Robert,
M. D. Cramell, Cchansett,
M. D. Cramel, Boston,
Wave Great, Robert,
Francisk,
Forming Man,
Forming M. Conwell, Ct.
Ha Rill, Penniroke,
Forming M. Genterly, R. L.
Chan, Connery, Newport,
J. D. Griffla, Gloucester,
Arthur Burton, New-Haven,
Lura Robinson, Canesville,
Union, Vinalhaven,
Parallel, Sourcest,
Arthur Robinson, Canesville,
Christ, Mediand,
Shim Mediand,
ART'S I SLAND, M. J. Rassell, Hoston.
Ploneer, Boston.
Empire, Crouwell, Ct.
E. B. Whesten, Providence.
Bilver Heels, Vionthaven.
A. J. Bentley, Portland, Ct.
Isshel Alberto, Boston.
Pacific, Rockland.
Jas. Fisch, Rew-London.
Sophie, Dix Island.
J. Paine, Boston.
V. C. Hall, Bockland.
J. Paine, Boston.

ANCHORED AT HART'S ISLAND. Ille Chase, Deming, Portland Sundown, fresh, S. W.; elec

WIND-Sundown, fresh, S. W.; clear.

DOMESTIC POINTS.

Bosrow, Dec. 9.—Arrived, steamships Rapidau, from Savannah; Hercules, from Philadelphia; Nerons, from New-York; bark Emily Low-ther, from Livergaed.

Lawas, Del., Dec. 9.—Passed in for Philadelphia, ship Cornet, from Liverpool; bark Henry, from Falmouth; A. W. Singleton, from Hamilton. FORTHERS MONROR, Va. Dec. 9.—Passed out, barks Aquidneck, Forthers Monroll, Tallisman, for Rie Janeiro; Caleb, for Lordin; facchiville, for Hamburg; brig Anna, for Fallmuth; setz. Cicerone, or the Mediterranean. for the Mediterranean.

New-Oxtanse. Dec. 8.—Arrived, steamship George Cromwell, from New-Oxt. Sained 7th, ateamship St. Louis, for New-York.

FOREIGN PORTS.

PERMOUTH. Dec. 9.—The Hamburg American Line steamship Cimbris, Stahl, from New-York Nov. 25, for Hamburg, arrived here this

WHALERS.
SAN PRANCISCO, Nov. 29.—Sailed, bark Camilla, Palver, of Now-Boll

At Grand Canary Island Nov. 14, schr. Clara L. Sparks, Sparks, of Provincetown, oil not reported. Hark Sarah Foster of New-Bedford, at St. Helena Oct. 14, had 625 bbls. sperm, and 525 bbls. whale oil—landed 30 whale.

MEMORANDA.

The steamship Berlin Gort, from Baltimere for Bremen, which broke her shart off Cape Heavy, and was breef back to Baltimore for repairs, salled again Dec. 6, having received a new shaft from Paterson, N. J.

The agent at han Francisco of the Webb line of Australian steamships desired the report of the sale of the line to the Pacific Mail Company. NOTICE TO MARINERS.

CITY OF MERICO, Det. 1. - A new Light-house has been established at Vera Crat. For Latest Ship News see Fifth Page.

Sales by Anction

DY BANGS, MERWIN, Auctioneer.

BY BANGS, MERWIN & Co., Broadway, cor., Monnay, TUREDAY, and WEDNESDAY APTERNOONS, at 4 p. m., a collection of choice Books, Biustrated Works; also, old and rare

GEO. A. LEAVITT & Co., (late Leavitt. Strenging & Co.), Clinton Hall, Astor-pince. For the SALE by AUCTION of LIBRARY ACCION OF LIBRARY PROPRIET.

PRIVATE LIBRARY AT AUCTION.

(Chapter Hall Salernome. Cinton Hall Subrumes.

GRO, A. Leaviry & Co., Anctioneers.

WEDNESDAY and THURSDAY HYBNISUS, at 71 o'clock, Sale of acceptance of interesting and valuable Private Liorary of Standard English. American, French. and German Books, mostly in elegant bradings, comprising choice Editions of Works on the Fine Arts, History, Biography, Voyages, and Travels. Fine Illustrated Works, &c., &c. Catalogues ready. Books on exhibition.

MORTGAGE SALE.—By virtue of a chattel mortsage, J. Bodker Accioneer, who tills DAY SELL, at No. 1,203 Broakway, at 2 o'clock p. m., all the STOCK of the DRIGG STORE at that place.

Attorney for Mortgages.

Printing

SLOTE & JANES, STATIONERS, PRINT-BERS and BLANK-BOOK MANUFAUTURERS, No. 90 Fulton-st. account BOOKS made to any pattern. Orders solicited. HENRY L. SLOTE. JONATHAN JANES.

Corporation Notices.

To TAX-PAYERS.—Notice is hereby given TO TAX-PAYERS.—NOTICE is made the provision of the statute, an additional one per cent will be added on the fath inst, to all taxes unpaid previous to that date; and on the list of January following, interest at the rate of twelve per cent will be added, to be calculated from the 7th day of October, 1972, to the date of payment.

MARTIN T. MCMAHON, Receives of Taxes.

Steamboats and Railroads.

NEPTUNE LINE STEAMERS Daily for

PROVIDENCE, BOSTON, WORCESTER
at 44:00, p. m., from Pier 27, N. R. foot of Robusson at.
Cabin faire to BOSTON, \$4 2a.
To PROVIDENCE, \$2.
Deck faire to BOSTON, \$3 2a.
Preignt at lowest raise. Connect at Providence with Boston and Prov. and Prov. & Worcester R. E.'s for all important N. Rug, eities and towns FOR NEW-HAVEN, HARTFORD, &c.—Fare, +1 25. Steamers leave (Peck-slip for New-Haven at 3:15 and 11 p. m. Daily (Sundays excepted) connecting with the railroad. FOR BRIDGEPORT, and all points on Housa-

Catherine-slip at 12 noon, and 12 night (Sundars excented).

NEW JERSEY SOUTHERN RAILROAD
LINE.-CHANGE OF TIME—On and after Nov. 20, steamers of
this line connecting at Sandy Hook with trains for Long Branch and all
rtaxions on this and connecting railroads, including Red. Bank. Tom's
River, Waretown, Barnegal, Taskerton, Philadelphia, Vinesiand, Bridgeton, Bay Side, &c., &c., will leave foot of Marray at as follows:
10:40 a. m.—To Philadelphia, Theckerton, Tom's River, Vineland, Bay
Side, &c.
4:00 p. m.—To Tom's River, Waretown, Tackerton, &c.
4:00 p. m.—From Tackerton, Waretown, Tom's River, &c.
1:30 p. m.—Prom Tackerton, Waretown, Tom's River, &c.
The above trains stop at way stations.

The above trains stop at way stations.

PHILADELPHIA freight taken up to 6 o'clock p. m. at lowest rates.

G. W. BENTLEY, Gen. Manager, 120 Broadway.

P. P. FINCH, Agent, Pier 32. G. W. BENTLEY, Gen. Manager, 130 Broadway.

P. P. Funch, Agent, Pier 38.

PHILADELPHIA and ERIE RAILROAD—
ONLY DIRECT ROUTE, WITHOUT CHANGE OF CARS, TO
OTHE OIL REGION and LUMBER DISTRICT OF PENN. Trains
will heave Desbrosses and Cortlandi-st. Furrise:
9:30 a.m., Kris Express (single, except Sandar) with Pulman Palace
Car through from New-York to Oil City. Arrive Sunbury, 6:36; Williamsport, 8:36; Lock Harven, 9:35; Benovo, 11:46 p. m.; Irvineton and Corry
with Oil Creek and Alleeheur River R. R. for the Oil Region; at Erie
with Lake Shore R. E. for all points West.
8:30 p. m., Erie Mail (daily). with Pulman Palace Car from
Philadelphia to Krie. Arrive Sanbury, 6:25; Williamsport, 8:10;
Lock Haven, 9:40; Renevo, 11 a. m.; Irvineton, 5:10; Corry, 6:10; Eric,
7:55 p. m. Counteds at Irvineton and Corry with Oil Creek and Alleghen; River R. E. for the Oil Region; at Erie with Lake Shore R. E. for
all points West.

W. A. RALDWIN General Superintendent.

W. A. BALDWIN General Superintendent.

J. W. GORE, Gen. Pana. Agent.

NEW-YORK MIDLAND RAILWAY—WINTER AERANGEMENT, taking effect Dec. 2, 1872.—Trains leave foot of Cortinuit and Desbrosses-st. as follows:
For New-Jordam and May wood, 7, 2110, 1050 a. m.; 1, 4230, 5:30, 6:20, and 11:30 p. m.
For Hackmack, Paterson, Hawthorne, Midland Park, and Wortendyke, 7, 9:10, 10:20 a. m.; 1, 220, 4:30, 6:20, 11:30 p. m.
For Righeleid Park, Begota, Rochelle, Dunder Lake, Market-st., and Illveridde, 7, 10:50 a. m.; 1, 4:20, 3:30, 6:20, 11:30 p. m.
For Wiccoff, Pompton, and Montchie, Dunder Lake, Market-st., and Illveridde, 7, 10:50 a. m.; 1, 4:20, 3:30, 6:20, 11:30 p. m.
For Word, Pompton, and Montchie, Junction, 7, 9:10, 10:50 a. m.; 230, 4:20, 5:30 p. m.
For General Response of Charlottchargh, Stockholm, Sandflowu, Ogdensburg, and Quarryville, 7, 9:10 a. m.; 4:10 p. m.
For Newfoundland, Franklin, Hamburgs, Deckertown, Unicaville, West Tewn, Johnson, Slate Hill, Middletown, and Bloomingburgh, 87, 9:10 a. m.; 3:20, 3:4:30 p. m.
For Pine Ruth, Wortshoro, Fallsburgh, Monticello, Liberty Falls, and Ellerville, 2:00 a. m.; 3:30 p. m.
KETURNING-Leave Liberty Falls at 6:55 a. m.; 1:25 p. m.; Riberville, 7:40 a. m.; 2:15 p. m.; Middletown, 6:55 a. m.; 1:25 p. m.; Riberville, 7:40 a. m.; 2:15 p. m.; Ambieltown, 6:58 a. m.; 3:37, 5:45 p. 15, 10:31 a. m., 2:37, 4:48, 6:55, 10:56 p. m.; Wortendeke, 6:57, 7:27, 9, 11:73 a. m., 2:37, 4:68, 6:59, 10:59 p. m.; Paterson, 6:43, 6:47, 7:55, 9:10; 1, 10:80 a. m.; 2:57, 4:47, 7:16, 11:79 p. m.
ARRIVING in New York at 6:25, 7, 8:10, 10:30 a. m.; 12:50 c. 10, 250, 8:33 p. m. and 12:50 a. m.
200, 43RRAGANSETT STEAMSHIP COMPANY J. W. GORE, Gen. Pass. Agent.

NARRAGANSETT STEAMSHIP COMPANY FALL RIVER LINE

FOR BOSTON AND ALL POINTS EAST, VIA NEWPORT AND FALL RIVER.

PALD RIVER.

Daliv (Sundays excepted), at 4:00 p. m.,

From Pikk 2/S, North River, foot of Murray-st.

The world-renowned atsamers.

BRISTOL and PROVIDENCE. Capt. A. G. SIMMONS.

For tickets and state-rooms, apply at 341 Broadway, 529 Broadway, corner Spring; Broadway, corner Twophy-third at, Podd's Express Office, 644 Broadway, as 58, 4 Court-st., Broadway, or at the office on the Pier.

A. P. BAUON, Superintendent.

H. H. MANGAM General Freight Agent.

RAND. MCNALLY & Co.'S RAILWAY GEIDE AND HANDEDOR gives the latest time-cards and tickets.

Steamboate and Bailroade. SAFETY, SPEED, AND COMPORT. NORWICH LINE.

For Boaton, Worcester, Phonburg, Groton Junction, Lowell, Lawrence, Nashna, Manchester, Concord, Palmer, Bratileberg, and intermediate points.

modistic points.

The new and stamped suspects
OFF OF HOSCON
CHY OF NEW-YORK
CHY OF LAWRENCE, and
CHY OF LAWRENCE, and
CHY OF LAWRENCE, and
CHY OF NORWECH
Will leave Now-York dally frametaya exceeded at 4 o'clock p. m., from
For at another and Norwich, beet connecting with Express trains
for the above points, via Vermont Central, Norwich, and Worcester, and
Beaton, Harford, and Rich Editionals.
For through discussed rates for fregist, apply at the office, Pier 49,
North River.
New York, Jane 8, 1972.

CENTRAL RAILROAD OF NEW JERSEY.—
Chasenger and Preight Depot in New-York, frost of Liberty-sk. Connects at homervish with South Franch & B., at Humpton Justices with the Delaware. Lockwarding and Wessers Railreat; at Philippalary, with the Lebish and Euspelanna Division; and at Easton with the Lebish and Euspelanna Division; and face with the Lebish and Euspelanna Division; and face time to Philipsurch and the West, without change of cars; also to Central Pennarivania and New York State.

Nation Assistant, and its connections, tacking a direct one to Fistoscrean and the West, without change of cars, also to Central Pennsylvania and New-York State.

ALLENTOWN LINE TO THE WEST.

Commencing Dec. 9, 1872.—Leave Nive York as follows.
6 a. m.—Way Train for Senserville and Flemington.
7 a. m.—Vay Train for Senserville and Flemington.
7 a. m.—Vay Train for Senserville and Flemington.
Pintston, Mehanoy City, Mk. Carmel, Hardelon, Tonahanneca, Towanda, Wavestr, Ac., with the far cars to Williamsport, Danville, for Connects I Janetico with Del. Lack & West, E. R.

Ua. m.—Horskind Expense daily (carrel Sonays), for Basson, Allentows, Hardelong, and the West, Connects at Sonswille for Flemington: at Kaston for Masch Chunk, Wilkesharre, Scranton, Towanda, Wardely, Ac.

ola, Waverley, ac.

61: ba, m.—War Train for Somerville,

2 m.—War Train for Somerville,

2 m.—War Train for Somerville, Se p. m. - For F-emigron, Easton, Bath, Allentown, Mane's Chenk mor City, Harieton, Wikashure, Scranton, Reading, Columbia aire, Ephrata, Pottaville, Harrisburg, &c.

Hahlanoy City, Hazietin, Wilkesteire, Scrauton, Reading, Colambia, antosaier, Ephrata, Pottaville, Harrisburg, &c. 220 p. m.—For Faton, Retilience and Alfendown. 220 p. m.—For Plainfeld. 4:00 p. m.—For Eston, Allestown, and Mauch Chunk, Connects at mr.ton with Del, Linc. and West, R. R. 41:20 p. m.—For Somerville and Flemington. 5:00 p. m.—Vor Somerville and Flemington.

H. P. BALDWIN. General Passensor Agent.

B. E. RICKER, Superintendent.

DELAWARE, LACKAWANNA and WESTMORBIS AND ESSEX DIVISION.

NEW BROAD GAUGE LINE to Water Gap. Strondsburg, Senaton, Binghamton, Syramar, and Owengo, WITHOUT CHANGE OF CARS. Deposts in New York foot of Barelay-at. and foot of Christophersel. With 1818 ARRANGEMENTS, commencement MONDAL, Nov. 50, 1872. 8:10 a. m. BROAD GAUGE EXPENSE TRAIN, via Boanton Branch, runs directly through from New York to Straten, Binghamson, Homer, cottain and Syranges, without change of cars, connecting at Bover with Chester R. E., at Waterloo with Susser R. R. and at Seranton with L. and B. R. E. for Kinghom. Wilesslarer. Philaton, &c.

7:15 a. m. EXPERESS MAIL TRAIN, connecting at Dewelle with Bondon Branch, at Dorer with Chester Branch, at Waterloo with Susser R. R. for Water Gap, Strondsburg, Seranton, Greet Benef, Binghamson, and Syrancuse, and at Phillipsburg with Lebugh and flouquebanna and Lebigh Valler R. R. for all bolds on those roods.

12:00 m., PHILLIPSBURG EXPRESS Mone at Newark, Madison, Morristown, and Intermediate stations; connects at Waterloo with Susser Railroad; at Phillipsburg with Bel Del, R. R. for Bethylom, Allendam Suspendama and Enlandshum Suspendama R. R. and Ledigh Valler R. R. for Bethylom, Allendam, Manch Chank, Wilwasbure, Reeding, and Harrisburg.

4:00 p. m. BIOAD GAUGE EXPRESS tooms at Newark, Madison, March Chank, Wilwasbure, Reeding, and Harrisburg.

4:00 p. m. BIOAD GAUGE EXPRESS connects with Chester R. R., at Waterloo with Susser R. R., and at Phillipsburg with Lebigh and Suspendama R. R., and at Deligh Valler R. For Bethylom, Alienbown, Rending, Tarrisburg, and the West.

4:20 p. nr. EASTON EXPRESS connects with Chester R. R., at Waterloo with Susser R. R. and at Phillipsburg with Lebigh and Suspendaman R. R., and a Deligh Valler R. For Bethylom, Alienbown, Rending, Tarrisburg, and the West.

4:20 p. nr. BAYLON EXPRESS connects with Chester R. R., and with Susser R. R. for Andewer, Newton, and Franklin.

5:20 p. nr. MACKER TOW

ad 6:10 p. m. SUMMIT : 7:15. 7:25. 0:10, 10:10, and 11:00 a. m., 2:37, 2:80, SUMMIT : 7:15. 7:25. 0:00, 0:00 and 8:20 p. m. OldaNGE and SGUTH ORANGE 7:15, 7:29, 9:10, 9:40, 10:10, 00d a. m., 1:10, 2:20, 8:20, 4:30, 4:50, 5:30, 6:00, 0:20, 8:20, 10:00,

no 12:00 m.

For NEWARK, at 7:13, 7:20 7:50, 8:50, 8:10, 9:40, *10:10, 10:40, For NEWARK, at 7:13, 7:20 7:50, 8:50, 8:10, 9:40, *10:10, 10:40, 10:00, at 10:

Trains taking effect November 4, 1872. From Chambers st. De for Trenty-third et. see note below?.

9 a. nt. -Cheminati and College Day Express. Brawing-Bo Couches to Buffalo and Nagara Falls, and Sleeping Couches fit. m.—Knyress Mail for Buffalo and Nisgara Fella. Drawing-Room Cosch to Sungarhanna and Sleeping Cosches to Sectional 5:39 p. m. Night Express. Sleeping Coaches to Buffalo and Niagara Fella.

7:00 p. m. (Daily) Cincinnati and Chicago Night Express. Steeping Coaches through to Cincinnati, Eufsio, Niagara Palls, and thecoe to Chicago.

Additional Trains leave for

Newarz, 6:20, "10:45 hml 11:30 n.m., and 3:15, 5:15 and *6:30 n.m.

For Port Jerris, 8:90, 9:00, 11:00, and *41:15 n.m., 4:30, 5:30, 8:30, and Forth Jerras, 350, 350, 350, 350, 350, 4533, 11:00, and "11:15 a. m. 453, 51:30, 15:30, 36:30, 36:30, and "11:15 a. m. 453, 553, 553, 560, 11:30, and "11:15 a. m. 453 p. m. 453

For Anthon M. (1700 p. m. 1700 p. m.) and Remee's, †7.20, \$100, †1.20, 1710 p. m. 1720 Far Ratherfuel Park and Passile. 6:45, *7:30, \$0:30, 10:00, 11:00 m., 12 noun. *1:45, 3:30, 4:00, 5:15, 6:00, *6:30, 8:30, 10:00, and *11:30 For Hacksmerck and Way, 5:00, 8:15, and \$8:45 a. m., 1:00, 4:00, 5:00

bargage may be left at the Company's Offices 241, 529, and way corner One-hundred-and twent-office in a gents at the principal at, Brooklyn; at the Company's Depots, and of agents at the principal hotels.

*Daily. 1Sundays only. SNrock only. *Moushen Sundays only. Daily N. ABBOTT, ten i Pass'r Ag't.

NEW-YORK, NEW-HAVEN, AND HART-FORD RAILROAD, -New-York and New-Bayes Division.
WINTER ARRANGEMENT, COMMENCING NOVEMBER 21, 1872,
Passenger Station in New-York, Grand Central Depot, Entrance on

WINTER ARRANGEMENT. COMMENCING NOVEMBER 21, 1972, Pessenger Station in New York, Grand Central Depot, Extrance on Interest Second-st.

TRAINS LEAVE NEW YORK.

For New Haven, 7:00, 3:03 [Ex.], 11:373, m., 12:23 [Ex.], 3:08 [Ex.], 2:55, 4:24, 5:24,

For Danbury and Norwalk Railroad, 7:08, 8:03, and 0:08 a. m.; 12:23 For Danbury and Norwalk Railroad, 7(20), 2003, 2013, 2013, 2014, 2019, 20.

For Shepang Valley Railroad, 2010 a. m., 12:23, 4:31 and 5:33 p. m.

For New Canaan Railroad, 2010 a. m., 12:23, 4:31 and 5:33 p. m.

Commoditions alseping-cars are attached to 8:30 and 9:10 p. m. trains, and also to Sanday mail trains on either line. Dexwing-room care attached to the 8:30 a. m., 12:33 and 3:34 p. m. trains.

Passengers can procure tickets to any point reached over this road si the diread Central Depot. cor. Forty second-st. and Fourth-ser.; also at the diread of the New York Transfer Co. (Bodd's Express). No. 944

Broadway and No. 1 Courtest. Brooklyn: rad, by leaving surtable notice, can have their bags age called for and elected from reactions to distinct the strength of the Courtest of the New York Transfer Co. (Bodd's Express). No. 944

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tion.

JOHN T. MOODY, Sup't, N.Y. & N. H. Div.

NEW-YORK CENTRAL AND HUDSON
RIVER RAILROAD.

Commencing MONDAY, November 4, 1872. Through trains will
leave Grand Central Dope:

1000 a. m., Chicaro and Montreal Express, with drawing-room cars
through to liachester and St. Albana.

10:30 a. m., Special Chicaro Rippose, with drawing-room cars to Buffalo
and Nicaras Falls.

10:45 a. m., Northern and Western Express.

10:40 p. m., Special Express, of Albany and Troy.

4:30 p. m., Montreal Express, with the property from New-York to St.
Albans.

6:50 p. m., Express, daily, with sleeping-cars for Metertown and Cenandasqua.

8:00 p. m., Parish Express, with alreping-cars for Roccoster, Ilufato, and Niagrar Pate; also for Chicago, via both L. E. and M. C. Reifrauts. This train runs on Sundays.

11:80 p. m. Express, with sleeping-cars for Troy and Albany.
C. H. KENDIKICK, General Passenger Agent.

11:40 p. m. Express, with electric cars for Troy and Albary.

C. H. KENDERICK, General Passenger Agent.

PENNSYLVANIA RAILROAD, UNITED

RAILROADS OF N. J. DIVISION—From foot of DISSIROSSESST. and from foot of CORTLANDT-ST.—For WEST PHILADLIFIHLA,
as 8:00 and 9.20 a. m. 12:20, 4:00, 5:00, 6:00 and 9.20 a. m. 12:20, 4:00, 5:00, 6:00 and 9:20 a. m. 12:20, 4:00, 5:00, 6:00 and 9:20 p. m. For BAILTIMORE and WASHINGTON and THE WEST, WEST CHILADLIFIHLA

MORE and WASHINGTON and THE WEST, to Bailtimore and

a. m. 1 and 20:00 p. m. For the 60UTH, 9:000 m. and 9:20 p. m. Pelman Falance cars to Bailtimore and Washington daily, on 9:00 p. m. Pelman Falance cars to Bailtimore and Washington daily, on 9:00 p. m. tails,
without classige. For the WEST, '12 Pennsylvania Railmod—3:30 a. m. and and roll p. 10 p. m. palling to Pelman Falance cars are attached to the 9:30 a. m. and run through from New York to Flitsburget, Chicago,
and Louisville, without change, Pallman Palace cars are attached to the 7:00 p. m. daily, and run through to Pittsburgh, Chicago,
will, and St. Louis, without change, Pallman Palace cars are attached to the 7:00 p. m. daily, and run through to Pittsburgh, Chicago,
will, and fedianapolis, without change, Pallman Palace cars are attached to the 8:30 p. m., and run through to Pittsburgh, Chicago,
will, and fedianapolis, without change, Pallman Palace cars are attached to the 8:30 p. m., and run through from New York to Pitts
burgh, Prophysicaeth, Foot of Corthinatest, and 9td Broadiswa, (*Baily,)
Takes effect Dec. 7, 1872.

A. J. CASSATT, Gen'l Manager. V. W. JACKSON, Gen'l Sop'l.

QOUTH SIDE R. R. OF L. L.

SOUTH SIDE R. R. OF L. I. FALL AND WINTER ARRANGEMENT. AND AFTER MONDAY, SEPTEMBER IT. 18TF, TRAINS LEAVE ROOSEVELT AND GRAND-ST. PERRIES AS

Willia Basis and Accommodation to Underland 1990 Place.

10:00 a. m.—Accommodation to Underland 1990 Place.

1:00 u. m.—Accommodation fo Envisor until Outsider I.

2:20 u. m.—Errors for Patchagon, attack in Fire Place.

4:20 p. m.—Accommodation to Envisored 5:20 p. m.—Accommodation to Envisored 5:20 p. m.—Accommodation to May 5:00 p. m. tuning connect at The Size and Ictio p. m. mad 3:20 a. J. 2:20 p. m. tuning connect at Valvy Strong for Par Roganization All research acts Recognized Accommodation for Par Roganization Maller of Continuous Connect at Walley Strong for Par Roganization Maller of Continuous Connect at Walley Strong for Par Roganization Maller of Continuous Connect at Walley Strong for Par Roganization Maller of Continuous Connect at Maller of Connect at Connect at Maller of Connect at Conn

fare of all roads. It also gives the population, but description, her, of every failered are free lown in the U. S. and Canada. For sale by all newsdealers. Price O'co-ta.